waggons at destination in order to put a stop to the present practice of utilising waggons at depots.

It was noted that the Shipping Controller stated that he would take up, through the Port and Transit Executive Committee, the question of the possibility of dumping raw and semi-raw materials in the open, where necessary, to relieve congestion, particularly as regards materials belonging to the Ministry of Munitions.

It was decided that the Secretary of Mr. Illingworth's Committee should consult with the Secretary of State for War in regard to the release by the War Office of any transit sheds or dock sites in use by the Government for any other than the purposes for which they had been designed.

All these recommendations were promptly put into operation with almost startling results in the way of releasing tonnage for the High Seas. The submarine was fought on land as well as on sea, and it was the combination that beat off the attack and thus saved the Allies from overwhelming disaster.

*Contributory causes of delay*

Not all the delays suffered by shipping were due to slowness in handling their loading, unloading and bunkering in ports. Frequently they would be held up in port for some days on account of reports of a submarine in the vicinity. It was calculated that during the end of 1916 and the early months of 1917,

the Germans had established an efficient outward blockade by this means equivalent to 40 per cent. of the days in a year.

A further complication was added by the fact that with the extension of Government requisitioning the owners ceased to have the same interest in their